NORTH CENTRAL RAILWAY

Head quarter's office,
Engineering Department,
Allahabad.

N0 355-W/One Time Movement/Wst VPT-02M/NCR/Bridge, Dated 18.05.2012

CPTM

Sub:- One Time Movement of Work Site Tamper without flat car Model VPR-02M manufactured by M/s Metex-JSC Moscow, having maximum axle load of 13t **over BINA-JHS-AGC section up to maximum speed of 50 kmph** when running on its own power as well as when running in train formation as a dead vehicle.

Based on RDSO provisional speed certificate No. TM/HM/11/28/Wst, dated 09.05.2012, the competent authority (PCE, CME & CEE) has permitted One Time Movement of Work Site Tamper without flat car Model VPR-02M manufactured by M/s Metex-JSC Moscow, having maximum axle load of 13t over BINA-JHS-AGC section up to maximum speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle. **Copy of Certificate for One Time Movement, Track and Bridge certificate enclosed.**

This is for information, n/a and circulate to concerning deptt please.

DA: As above

(Sachin Verma)
Dy CE/Bridge/HQ

Copy to: CE/TMC for information & n/a please.

NORTH CENTRAL RAILWAY
CERTIFICATE FOR ONE TIME MOVEMENT
(No 02 /Work Site Tamper VPR-02M/NCR/2012)

Based on RDSO provisional speed Certificate No. TM/HM/11/28/Wst, dated 09.05.2012, certified that **BINA - JHS - AGC section of North Central Railway is safe for ONE TIME MOVEMENT of Work Site Tamper without flat car Model VPR-02M** manufactured by Metex-JSC Moscow having maximum axle load of 13 t **up to a maximum speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle**, subject to the following conditions:

(i) *Observance of all permanent and temporary speed restrictions already in force/or those that may be imposed from time to time on various accounts.*

(ii) *Observance of all the conditions as stipulated in the RDSO provisional speed certificate No.* TM/HM/11/28/Wst, dated 09.05.2012 *along with concomitant Track, Bridge and Joint Safety Certificate.*

In addition to above following special conditions of RDSO's speed certificate should also be observed:-

- ***2.3 of Signalling***
- *Provision of GR, SR, SEM and all extant instructions issued from time to time shall be complied with.*
- *The speed of the machine while running through the station shall be decided by the Zonal Railways depending upon type of track relay used, type of route release circuit adopted, length of First Vehicle Track circuit provided ahead of last stop signal and standard of interlocking existing at the station.*
- *The condemning (worn out) wheel dia. shall not be below 700 mm.*

- ***2.4 of Rolling Stock***
- *Brake power of the machine shall be in perfect working condition during the operation.*

- ***2.5 of General***
- *Acceleration and de-acceleration of machine should be avoided when negotiating diamond crossings.*
- *When the machine is being moved either on its own power or hauled in a train formation as a dead vehicle, it shall be ensured that all the protruding parts are withdrawn and suitably locked.*

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Chief Mechanical Engineer

Chief Electrical Engineer

Principal Chief Engineer

2.6 MOVEMENT OF NEWLY DESIGNED ROLLING STOCK

2.6.1 The maximum permissible speed for the limited purpose of moving newly designed rolling stock from the manufacturer's works/docks to destination or to the testing point or from the destination/testing point back to manufacturer's works shall be determined and certified by Executive Director (Motive Power) in consultation with Executive Director Standards (Civil) (Track) and Executive Director (Bridges & Structures) and other concerned directorates. The speed for this purpose shall not be higher than the provisional speed mentioned in para 2.1.2. The maximum permissible speed prescribed by the Research Designs & Standards Organisation will be subject to approval by the Chief Engineer and Chief Mechanical Engineer and Chief Electrical Engineer in case of electrical and other rolling stock on electrified sections of the Zonal Railways concerned, who will ensure that the track and bridges and OHE in the sections concerned are suitable for the new stock at the speed permitted. In such cases no formal approval of the Commissioner of Railway Safety is essential. However, in case it becomes necessary to move the vehicle attached to a passenger carrying train, the sanction of the Commissioner of Railway Safety shall be taken.

2.6.2 If, however, a new rolling stock infringes the schedule of maximum moving dimensions or axle loads are more than that permitted on the section, the condonation of the Railway Board for infringements and of Commissioner of Railway Safety for higher axle loads shall be obtained.

2.6.3 Single movement of any other rolling stock, not covered by Para 2.6.1, may be permitted by the Commissioner of Railway Safety under approved special instructions on obtaining safety certificates from the Railway.

3. SANCTIONING SPEED FOR TESTS ON NEW ROLLING STOCK

3.1 For carrying out tests on new rolling stock where speeds in excess of the provisional/final maximum permissible speed will be attained, the Executive Director Standards (Motive Power) will determine and certify in consultation with Executive Director Standards (Civil) (Track) and Executive Director (Bridges & Structures) the increments of test speeds from the provisional/final maximum permissible speed and also the maximum test speed, on the basis of the design features and data and other information furnished by the Head of the Mechanical Design Directorate concerned, alongwith the particulars of track and bridges. The Zonal Railway Administration shall obtain the permission of the

No.355-W/Bridge Certificate/Pt-VII,

Dated: 14.05.2012. 36

NORTH CENTRAL RAILWAY
BRIDGE ENGINEER'S CERTIFICATE

Based on RDSO's provisional speed certificate No. TM/HM/11/28/Wst, dated 09.05.2012, certified that bridges on the sections given below are having minimum strength of super structure as indicated against the section as per revised Bridge Rules –1964 and are safe for One Time Movement of work site tamper without flat car model VPR-02M, when running on its own power as well as when running in train formation as a dead vehicle, up to speed indicated against the sections, subject to all the temporary & permanent speed restrictions already in force and those that may be imposed from time to time.

Sl. No.	Section		Line	KM		% Strength	Max. speed
	From	To		From	To		
1.	BINA	Agra Cantt.	DN	977.00	1343.27	100% BGML	50 Kmph

Sub structure of all the bridges on the section given above are in satisfactory condition and are safe for One Time Movement of work site tamper without flat car model VPR-02M, when running on its own power as well as when running in train formation as a dead vehicle, up to the proposed speeds conforming to the provisions of revised IRS Bridge Sub structure and Foundation code-1985.

This clearance is subject to the following parameters of work Site Tamper manufactured by M/s Metex-Jsc, Moscow–

1. Maximum axle load : 13.0t
2. Maximum braking force at rail level per wheel : 0.581t
3. Maximum tractive effort
   a) Working drive
      at start : 4.71t
      at operation speed : 0.362t
   b) Transfer drive
      at start : 7.712t
      at maximum speed : 0.842t
4. Maximum C.G. height from rail leve : 1145 mm
5. The specific restrictions are applicable which are indicated in relevent Speed certificates of hauling locomotives/attached wagons issued by R.D.S.O.

14.05.12

(Sachin Verma)
Dy.CE/Bridge/HQ

Countersigned

(B.Chowdhary)
Chief Bridge Engineer

NORTH CENTRAL RAILWAY

TRACK CERTIFICATE

Certified that track on the following sections of North Central Railway, the weakest portion of which as per details given under is to the required strength, which can safely permit for 'One time movement of Work Site Tamper without flat car model VPR-02M manufactured by M/s Metex-JSC Moscow, having maximum axle load of 13t over BINA-JHS-AGC section at a max. speed of 50 Kmph when running on its own power as well as when running in train formation as a dead vehicle' indicated against each section as under, subject to observance of all temporary and permanent speed restrictions in force and/ or imposed from time to time on various accounts. All conditions stipulated in RDSO's speed certificate no. TM/HM/11/28/Wst dt. 09.05.2012 for tracks is fulfilled.

Line	Section		Kms		Rails		Sleepers			Ballast cushion (in mm) Total/Clean	Max. speed proposed (km/h)	Max. sectional speed existing in the section (kmph)
	From	To	From	To	Type	% of wear or year of laying	Type	Year of laying	Density			
DN	BINA	LAR	977.00	1037.81	52 Kg,72 UTS	1987	PSC-6	88-89	M+8	300/150	50	120
UP	LAR	BINA	1037.81	977.00	52 Kg,72UTS	1986	PSC-6	89-90	M+8	250/150	50	120
DN	LAR	AGC	1037.81	1343.27	52 Kg,72 UTS	1985	PSC-5	1991	M+8	250/100	50	130
UP	AGC	LAR	1343.27	1037.81	52 Kg,72 UTS	1998	PSC-5	85-86	M+8	300/100	50	130

Countersigned

(S. N. Agrawal)
CTE

14/05

(S.K. Srivastava)
Dy.CE/TP